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REPORT

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COUNTRY Czechoslovakia

DATE DISTR. 3 December 1953

SUBJECT Observations on the Railroad Line Kolin - Ceska Trebova - Prerov

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PLACE ACQUIRED

NO. OF ENCLS (LISTED BELOW) 1 (Sketch)

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SUPPLEMENT TO REPORT NO.

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1. To the east of the railroad station Lysa nad Labem - [illegible] the (051/ M 48) a new road has been [illegible] in an eastern direction. Construction of the road began [illegible] of a cut into the slope of the hill. [illegible] were employed in the construction of the road [illegible] stage shown.

2. From the area west of Pilsen [illegible] (See Attachment to main page) lines pass north under the railroad. These lines empty into the [illegible] the Labe river north of the railroad line. The water of this area is considerably polluted by clay of [illegible] color with the coal found on the slopes around high point 240. From the same area to the west of high point 240 a cable railway is strung over the rails and runs to the Labe river. In the area of the railway station Teresko (051/ M 58) a new sorting yard was built by adding three tracks south of the main double-track line. (See Attachment)

3. On the hill slopes to the south of the railway line in the area between Tolcice (051/ M 48) and Chvaletice (051/ M 58) about 100 meters from the railway line there is a large one-story factory building with a cylindrical chimney standing in the middle of the roof, similar to those of metallurgical furnaces. Next to this building there are two tall chimneys. There are also frame warehouses and a two-story administration building in the vicinity of the chimney. Near front of this installation there is an approximately 400 meter-long row of heaps of grayish soil, each about 20 meters high, running along the railway line. The excavated soil is taken away in mine cars driven by a narrow-gauge steam locomotive. To the west of the block of factory buildings there are about 12 wooden dwelling houses and six more are being built. To the west of the installations and the heaps there are 15 large two-story dwelling houses, each about 60 meters long.

4. To the east of Tolcice, in the place where the Labe river approaches the railway line, two floating cranes are moored on the river bank and there is one tugboat in the vicinity. The purpose of these could not be ascertained.

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5. East of the Prelouc (O 1/ N 58) railway station, to the north of the railway line, there is a storehouse for military cars fenced with barbed wire. The cars in the storehouse are old rotor vehicles and armored cars of German origin which are being dismantled. All the spare parts are now carefully stored in open wooden shelters, as was not the case in 1961.

6. On entering the Ceska Trebova railway station from the west, preparation of the terrain for laying down further rails to the marshalling yard was observed. As this work has only started, it was not possible to ascertain how many rails are to be laid. At the Ceska Trebova railway station there was a freight train without a locomotive. Nine 2-axle military freight cars were loaded on its flat cars. This train was not guarded. In the circular engine shed of the same railway station 30 locomotives were being warmed up. Beside these there were observed in the area of the railway station about 20 locomotives of the Skoda-Mikado and CKD type with numbers beginning with 384 and 15 shunting locomotives of an older type. All of them were being warmed up.

7. On 25 April 1962 from 0:50 a.m. to 3:20 p.m. apart from the scheduled freight trains about 15 coal trains going in both directions were observed on the Kolin (O51/ N 08) - Prerov (P50/ O 03) line. The trains going east consisted each of 50 to 70 Czechoslovak railway cars loaded with brown coal driven by one locomotive in front and in most cases by one locomotive in the rear. The trains going west consisted of Czechoslovak and Polish cars loaded with coke and unbroken hard coal. In the afternoon of the same day a freight train consisting of 50 Polish cars loaded with coke and coal was observed in the station at Prerov. In the Trebovice (P50/ N 27) station an express train going from Prerov to Prague was delayed on the track for about 30 minutes in the evening of 25 April because of the transit of a freight train loaded with coal going in the opposite direction. The express train was delayed on this line about four times so that it arrived in Prague one and a half hours late. The delays were in each case caused by priority for freight trains, especially coal trains. [redacted] the considerable delay in passenger train transport on Czechoslovak railways is a common occurrence and is caused by overburdening of tracks with freight transport.

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8. Many passenger and express trains are cancelled without notice. The train personnel has been much reduced in number and women conductors have been introduced in passenger trains. On 25 April 1962 there were only two women conductors and one engine driver on the express train going from Prague to Bohumin (P50/ O 50).

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25X1 [redacted] Comment: [redacted] the [redacted] installations are a part of the manganese and pyrites mines at Chvaletice.

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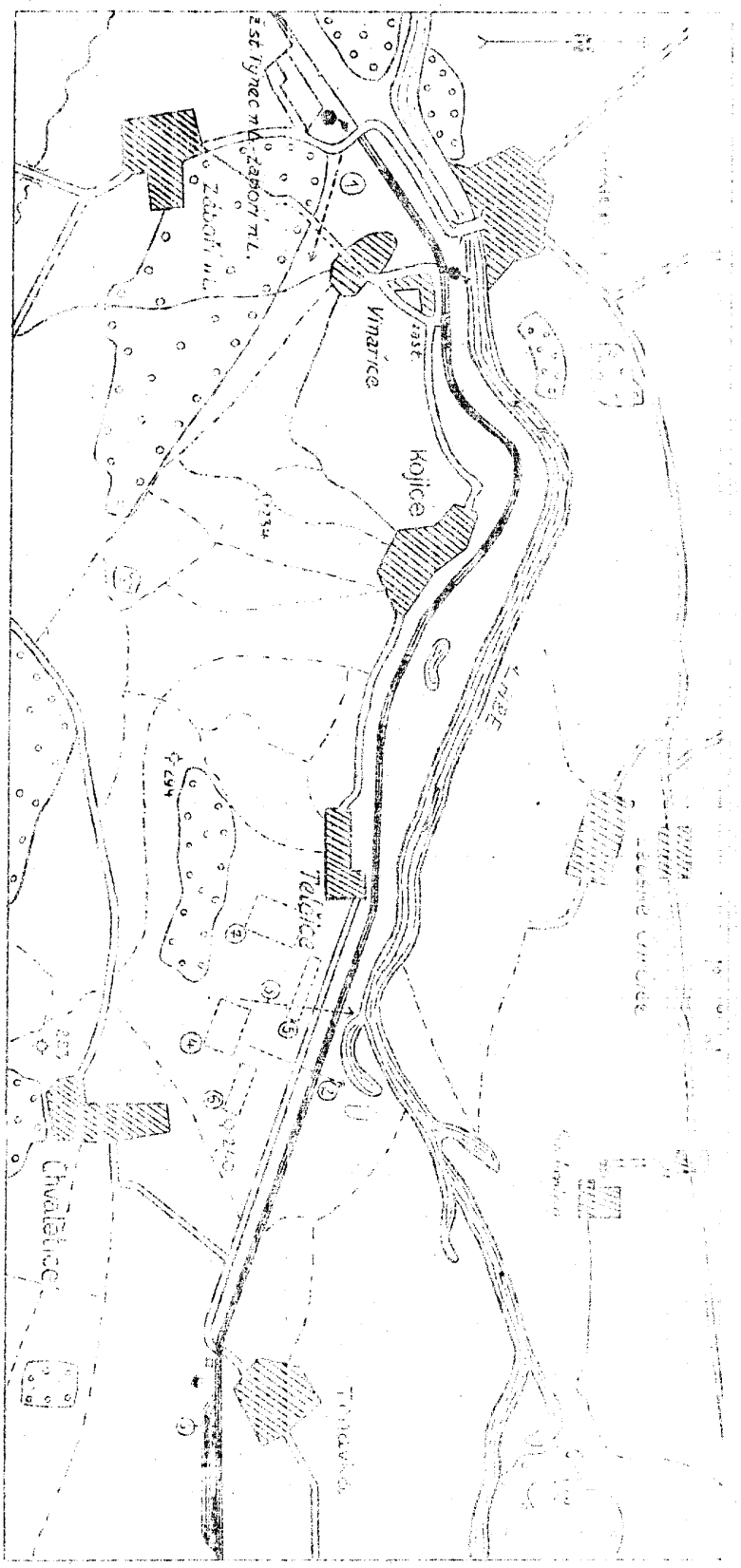
ATTACHMENT

Explanations:

1 - survey markings of the new road
2 - metal pipe lines
3 - suspended cable railway
4 - factory buildings
5 - heaps of greyish soil
6 - wooden dwellings
7 - two-storied dwellings
8 - central railway yard

Not to scale.



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